

State of California
Business, Transportation and Housing Agency
Department of Transportation

Prepared By:
Jim Nicholas
Program Manager,
Transportation Programming
(916) 654-4013

PROPOSED

PROGRAM AMENDMENTS
STIP Amendment 98S-118
Notice Item
CTC Meeting: March 29-30, 2000

Agenda Item: 2.1b.(9)

Original Signed By
W. J. EVANS, Deputy Director
Finance
March 1, 2000

STIP AMENDMENT 98S-118 NOTICE

SUMMARY

This amendment programs an additional \$22,000,000 as an advance against the Interregional Improvement Program (IIP) funds to rehabilitate and restore historical buildings on Route 710 in Los Angeles County.

RECOMMENDATION

The Department is requesting this amendment

RESOLUTION

Resolved, that the California Transportation Commission (CTC) revise the 1998 State Transportation Improvement Program (STIP) at the end of the 30 day notice period as follows:

Modifies:

Project Information								
County:	CT District:	PPNO:	EA:	Element:	Const Year:	PM Back	PM Ahead	Route/Corridor
Los Angeles	07	0219N	0200A1	CTCO	--	26.5	32.7	710
Project Title:	Route 710 Gap Closure - Rehab/Restore Historic Buildings							
Sponsor:	Caltrans							
Resp. Agency:	Caltrans							
RTPA/CTC:	Caltrans							
Location:	On Route 710, between Interstate 10 and 210 (Bonita Drive to California Boulevard)							
Description:	Rehab/Restore Historic Buildings							

STIP Programming – GF-RIP (Dollars in Thousands)								
Component	PRIOR	1998/1999	1999/2000	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED								
PS&E								
R/W SUP		1,743						1,743
CON SUP								
R/W	15,443	600						16,043
CON								
TOTAL	15,443	2,343						17,786

March 29-30, 2000

STIP Programming – IIP		(Dollars in Thousands)						
Component	PRIOR	1998/1999	1999/2000	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED								
PS&E								
R/W SUP		510						510
CON SUP								
R/W		3,400	4,000	6,000	6,000	6,000		3,400
CON								25,400
TOTAL		3,910	4,000	6,000	6,000	6,000		3,910
								25,910

Total		(Dollars in Thousands)						
Component	PRIOR	1998/1999	1999/2000	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED								
PS&E								
R/W SUP		2,253						2,253
CON SUP								
R/W	15,443	4,000	4,000	6,000	6,000	6,000		19,443
CON								41,443
TOTAL	15,443	6,253	4,000	6,000	6,000	6,000		21,696
								43,696

BACKGROUND

This amendment programs an additional \$22,000,000 as an advance against the Interregional Improvement Program (IIP) funds to rehabilitate and restore historic buildings currently owned by Caltrans on Route 710 rights of way in Los Angeles County. This historical rehabilitation project is necessary in order to continue to preserve, protect and maintain our State historical resources pursuant to Public Resources Code 5024 and Executive Order W-26-92 dated April 18, 1992. In addition to the Public Resources Code and the Executive order, the Record of Decision and the current Court Injunction mandate that the State maintain these properties in a state of good repair.

The Commission previously approved \$19,443,000 for this effort. Currently, the project has completed the rehabilitation of 29 houses, with 7 more under construction. The proposed additional funding is to rehabilitate 51 additional State-owned historical houses within this corridor. All work complies with the Secretary of the Interior's guidelines for the rehabilitation of historical structures and addresses safety and health issues in order to conform to community standards. The Department of General Services (DGS) is performing the rehabilitation work.

It is critical that this additional funding be made available as soon as possible, as remaining funds for the project are insufficient to maintain the current project schedule. This will enable the Department to expedite the transfer of funds to DGS. DGS has already begun to downsize the staff assigned to this project, with the current staffing less than 50% of the initial level. Any further delay in funding will cause loss of experienced staff and negatively affect the project's priority status with the DGS, besides resulting in additional project costs, and impeding the completion of mandated repairs.

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The proposed programming split per year is based on prior experience with the project and DGS staffing abilities. The total dollar amount is based on detailed estimates from DGS for the remaining properties.

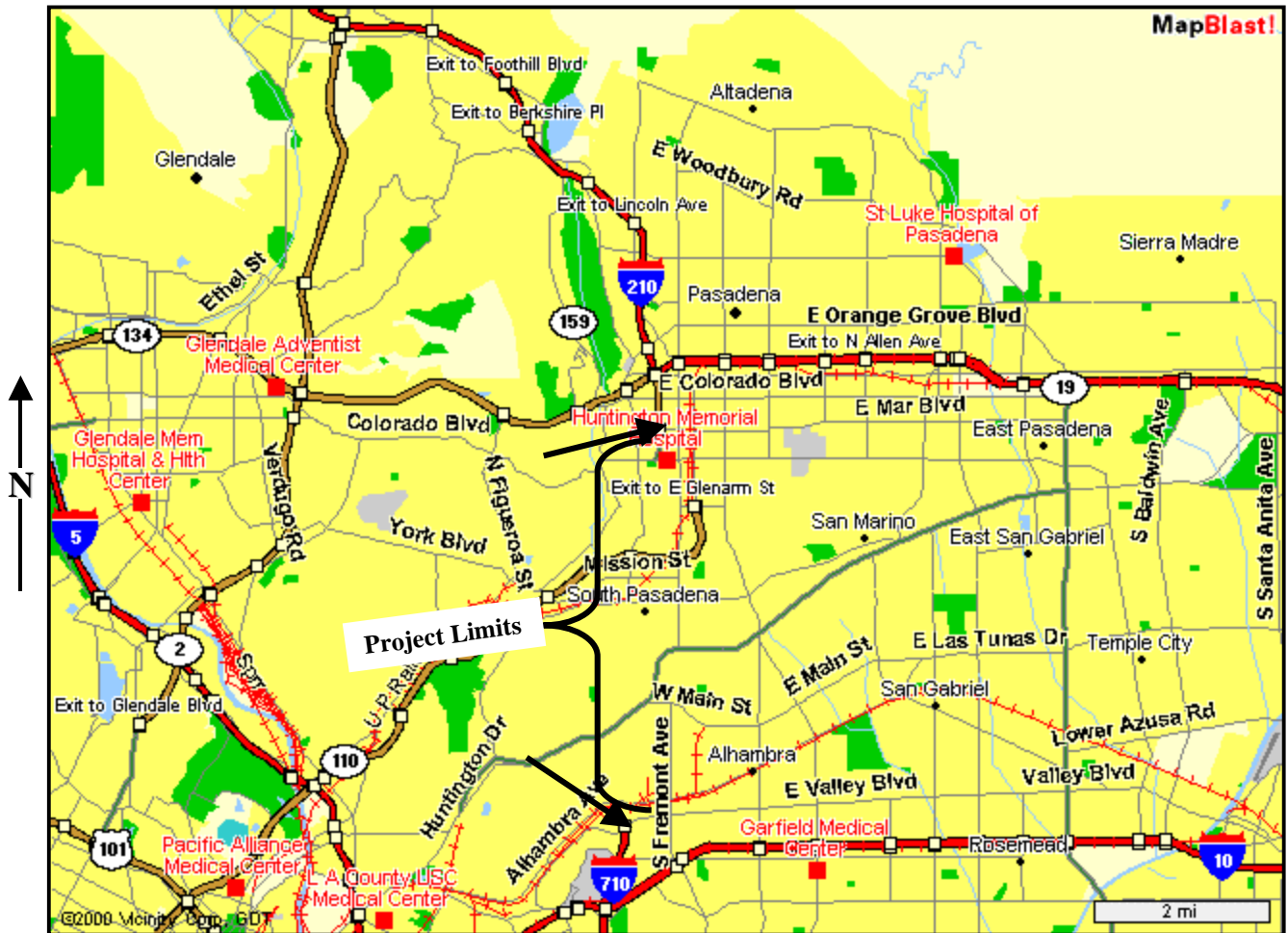
The proposed programming covers all the Department owned houses on Route 710 that have been classified as historic structures.

<u>Interregional Improvement Program</u>	<u>Through:</u>	<u>(\$ in thousands)</u>
Balance Advanced	February, 2000 CTC meeting	\$63,881
	Plus this Amendment	<u>+\$22,000</u>
	Balance Accrued:	\$85,881

ATTACHMENT

STIP AMENDMENT 98S-118

Location Map



07-Los Angeles
PPNO. 0219N

Location: Near South Pasadena from Route 10 to
Route 210

Description: Rehabilitate/restore historic buildings



THE HISTORIC PROPERTY TENANTS' ASSOCIATION
PMB 149 115 West California Boulevard Pasadena, CA 91105
hpta99@hotmail.com

Committee Members

David Arnay
Lynn Bryan
E. C. Cox
Lyn Miller
Lloyd Roth
Sun Son

Mr. Robert I. Remen, Executive Director
California Transportation Commission
1120 N Street Room 2223 (MS-52)
Sacramento CA 95814

REC'D BY CTC

FEB 04 2000

February 2, 2000

Re: No additional funds for rehabilitation of "historic" Caltrans rental property.

Dear Mr. Remen:

Approximately 80 "historic" Caltrans-owned houses along the 710-freeway corridor are involved in an ongoing rehabilitation project begun in 1998. To date, the Department of Transportation has spent its entire initial budget of over \$20 million on the project, but has finished repairs to less than a third of the structures scheduled for rehabilitation.

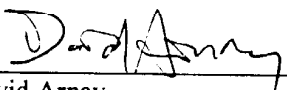
We understand that Caltrans is preparing to request an additional \$22 million to continue their rehabilitation work. We strongly oppose the allocation of these funds, and ask that you postpone discussion of the issue to a future C.T.C. meeting. Significant questions have arisen about cost overruns, the quality of work being done, and the feasibility of the project over the long term. "Finished" houses have required substantial additional repairs. Some of the work has been out of compliance with relevant building codes. Numerous health and safety concerns remain on several properties. Local building inspectors have suggested that violations of law have occurred. An audit of the work to date is clearly indicated before any additional funds are spent.

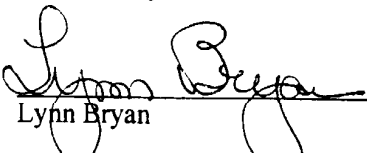
With the fate of the 710 freeway in doubt, the Department of Transportation has begun to sell some of its properties outside the footprint of the proposed freeway. As many as 98 houses may be sold within the next year or two, many on the basis of affordable prices provided for tenant/buyers by law. The \$20 million already spent is a questionable investment. To double that figure makes no sense at all. Part of the new \$22 million would be spent on houses that will soon be sold at affordable prices. Additionally, in the 1997 "Professional Engineers" case, the California Supreme Court decided that Caltrans must have its own employees perform such repairs. The hiring of outside contractors for the rehabilitation project may be in violation of the law. The low quality of the work suggests that the taxpayers are not getting their money's worth.

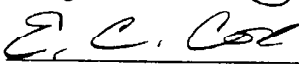
In light of the above, we ask that you please postpone any discussion of additional funds for the rehabilitation project until the "progress" to date has been thoroughly examined.


Sincerely,

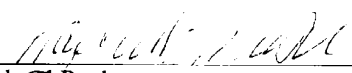
The HPTA Steering Committee:

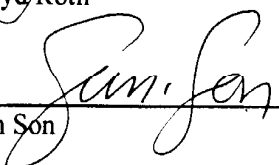

David Arnay


Lynn Bryan


E. C. Cox


Lyn Miller


Lloyd Roth


Sun Son

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311 CONGRESS PLACE
PASADENA, CALIFORNIA 91105
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REC'D BY CTC
MAR 14 2000

8 March 2000

Dana Reed, Chairman
California Transportation Commission
1120 N Street - Room 2221 (MS-52)
Sacramento, California 95814

RE: Funding for Caltrans' Properties along 710 Corridor

Dear Mr. Reed:

I am writing to you regarding a request to be submitted by Caltrans for additional funding for the rehabilitation of historic homes along the proposed route of the 710 Freeway Extension. I enthusiastically support the Caltrans' request and urge you and the other members of the California Transportation Commission to approve the \$22 million allocation for the rehabilitation of the houses in Pasadena, South Pasadena, and El Sereno.

For decades, southwest Pasadena suffered from Caltrans' failure to maintain the properties along the proposed right of way. During the years that I served as Executive Director of Pasadena Heritage, the local historic preservation organization, I wrote often to Caltrans about the sorry condition of the Caltrans-owned homes. Pasadena Heritage and the neighbors along the freeway corridor were very frustrated as the houses continued to deteriorate and the neighborhood became more blighted. Gradually most of the Caltrans' houses were left vacant. Many of the homes were boarded up and some became homes for transients. Others were vandalized.

The situation improved dramatically when the California Transportation Commission approved 20 million dollars for rehabilitation of the historic houses. The improvements and restoration of the Caltrans houses began, and the work transformed the neighborhood. Work has included new roofs, foundation stabilization, plumbing and electrical repairs, simple kitchen remodels, painting and improved landscaping. Many of us who are nearby homeowners have watched the work, visited the rehabilitated homes, and are very pleased with the work that has been done.

It is so important that this work continue on the remaining Caltrans' properties, especially at this point, after 40 years of controversy over the Long Beach Freeway, when it appears that the freeway will never be built. The Caltrans homes must be well maintained until the time when they are eventually sold.

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There is a great need for additional funds to continue the rehabilitation work on the properties in all three communities. We respectfully urge you and the other members of the California Transportation Commission to approve the next request for \$22 million supplemental funding so that Caltrans can continue this rehabilitation work.

If I can be of any help, please do not hesitate to call me at the above number. Thank you for your kind consideration of this important request.

Sincerely,

Claire W. Bogaard

Claire W. Bogaard

cc The Honorable Adam Schiff
 The Honorable Jack Scott
 Jose Medina, Director of Caltrans
 Robert Sassaman, Director, District 7
 Pasadena City Council



sundotson <sson@netscape.net> on 01/26/2000 09:28:17 AM

To: mary_Lea_Filbert@dot.ca.gov
cc:
Subject: Stopping allocation of funds for the 710-freeway rehab project

Mr. Dana Reed, Chairman
California Transportation Commission
1120 N Street Room 2221 (MS-52)
Sacramento CA 95814

January 28, 2000

re: No additional funds for rehabilitation of "historic" Caltrans rental property.

Dear Mr. Reed:

I understand that Caltrans is preparing to request an additional \$22 million to continue "rehabilitation" work on approximately 80 "historic" rental properties owned by the state along the 710-freeway corridor. The \$20 million already spent is a questionable investment, as there are significant concerns about cost overruns, the quality of work being done, and the feasibility of the project. To double the amount of money spent on this badly managed project makes no sense at all. In some instances the completed work has made the houses worse and unsafe.

I strongly oppose the allocation of any additional funds for this project, and ask that you exclude discussion of the issue from the agenda of the February CTC meeting. An audit of the work done to date is clearly indicated before any more taxpayer money is spent.

Sincerely,

Sun Son
640 Saint John Ave.
Pasadena CA 91105
626.799.9989
sson@netscape.net